

CROWD OF 20,000 PERSONS SEES GOOD RACING.

Prince Ahmed Wins the Handicap From Cedarstone—Colony Takes the Opening Sprint—Bouncing Elk, Handicap, Taunt and Monoceros Also Win.

In spite of transportation facilities that were worthy of the attention of the Public Service Commission, the Empire City race meeting at the Yonkers track was opened yesterday with 20,000 persons on hand. The Union Railway Company, which controls all the trolley lines in the Bronx, was directly responsible for a state of affairs that was a little out of the ordinary. Although the trolley people assured the track management that they would have enough cars and power to handle the thousands who intended to visit the track, the railroad was actually only within a range of three miles of the track in all directions before 1 o'clock. Some said that the power gave out completely, while others insisted that the trouble was wholly due to excessive demands made on the system as the real cause of the trouble, the fact remains that thousands of men and women were compelled to walk along the dusty roads for two miles or more to the main entrance of the track on Jerome avenue.

The trouble started when the Jerome avenue cars reached Woodlawn Cemetery. They were running under ten minutes headway, but at the cemetery, which is two miles from the track, they were broken up. From that time on, the cars were in a state of confusion. Then, as the special trains from the Grand Central Station reached Woodlawn, the passengers found that there were only a few trolley cars to take them to the track. So they were left standing for a long procession of pedestrians coming from that direction. It was the same story for those who tried to get to the track from Mount Vernon and Yonkers. James Butler, the track manager, and James Russell, who is in charge of the trolley cars, were soon inspecting the situation in an automobile. They sent word to the walking army that the first race had been postponed until 3 o'clock, and asked the trolley people to explain.

Butler said afterward that he believed the Union Railway Company had done its best and that the trouble was unavoidable. But it is very probable that within the next day or two, Butler will be able to get the trolley cars to the track from the New York Central station in Mount Vernon, half a mile away. There were probably 20,000 spectators on hand when the first race was run, while thousands who could have made the trip under more favorable circumstances turned back disgusted. With the regular \$3 rate of admission to the grand stand and \$1 to the field, the management took in enough money to cover all expenses to date, which was an excellent showing. The field was entirely too small to accommodate the crowd that paid admission to it, so that there was a big overflow to the infield to relieve the congestion.

The big grand stand was filled with people who were under way, but the betting ring underneath it was a fearful place to spend five minutes or so. It was a sardine box in which seventy layers had more than they could do to handle the crowd. The first race was a half-mile sprint, and the field was entirely too small to accommodate the crowd that paid admission to it, so that there was a big overflow to the infield to relieve the congestion.

Considering the class of horses that took part in the various events the racing was excellent. There was a lack of good jockeys, but that made no difference with the betters, who backed their horses with their own eyes. There were several close finishes in which Judge Frank W. Thorpe showed that he was thoroughly competent, while the starting of Jacob Holtzman was as fine as anything ever seen on the track. The first race was a half-mile sprint, and the field was entirely too small to accommodate the crowd that paid admission to it, so that there was a big overflow to the infield to relieve the congestion.

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there was no disorder of any kind. The summaries of the races are as follows:

FIRST RACE.									
For three-year-olds and upward: \$1,000 added, 5 furlongs.									
Horse and Age.	Wt.	Jockey.	Starting.	Fin.	Horse and Age.	Wt.	Jockey.	Starting.	Fin.
Prince Ahmed, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Cedarstone, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Handicap, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Bouncing Elk, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Handicap, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Taunt, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
Monoceros, 3	110	W. J. Ryan	1-10	1-10	Colony, 3	110	W. J. Ryan	1-10	1-10
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